

Front Cover: Castle No.5029 stands at Aylesbury during the recent Open Day.
 Back Cover: A4 No.4498 stands at Haddenham & Thame Parkway with the first train away from the new station after it opened in 1987.

MILTON KEYNES MODEL RAILWAY SOCIETY NEWS

No.3 June 1992



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expoEM'92

Several club members attended the two day EM Gauge Society Exhibition, expoEM '92, held during May in Bletchley Leisure Centre.

Thirty nine specialist traders attended and eleven quality EM and two S4/P4 layouts represented 4mm fine scale modelling. Your reporter was most impressed with Lower Loxley, a simple quayside line with superb slow running. Several members of the club EM gauge project were spotted measuring up the cobbles on the quayside for our own project.

Another notable effort was a model of Wellington set in the 1950's. Well known author and modeller Mike Cook, exhibited a model of Sinnington (North Eastern Railway) which is a major change of direction for someone who has spent most of his life modelling the GWR! It was also a nice touch to include two 18.83 layouts, the Cheshire Lines layout Plemsworth with its continuous run was a popular attraction.

In all a good show and one which we may have closer links in the future now that we are active in the EM scene.

Video Matters

Our librarian is currently busy filing away boxes of magazines and our library has also benefitted from the donation of some 20 railway videos. These can be borrowed from the library free of charge (see Mark Wilson).

If any member has any railway videos gathering dust that are no longer regularly viewed, then Mark will be only too happy to find a new home for them in the video cupboard.

MILTON KEYNES MODEL RAILWAY SOCIETY

The club was formed in 1969 and is an Associate Member of The Model Railway Club and a Member of The Chiltern Model Railway Association.

President: Jim Wood	Secretary: Chris Hughes	Committee: Geoff Bell
Vice President: Les Wood	Treasurer: Gordon Etherington	Fred Collins
Chairman: Dennis Lovett	CMRA Rep: Eric Bowman	Phil Gilbert
Vice Chairman: John Symons	Librarian: Mark Wilson	Colin Catley

EXHIBITING IN THE FIRST DIVISION

The standards that this club laid down for our first exhibition back in 1973 were aimed at placing us very firmly in the first division of model railway club exhibitions. Over the years we have not only stuck to them but have made small improvements as time, experience and finances have allowed.

Recently I have attended two national exhibitions. These have caused me to examine what actually constitutes a first division show.

Picture the scene. Badly built layouts, little scenery, rolling stock much of it unmodified Triang/Hornby, dodgy trackwork and dubious operating. Add no crash barriers (should have brought your own!), no chairs to sit on (cost £15 each to hire!) and no stock tables (what are they for!) and you have a recipe for disaster. No this was not a small church hall exhibition in the middle of a village, but a National show in the Scottish Exhibition Centre which a certain railway company had taken space. It was quite frankly a show below the standard that anyone could get away with in the bottom half of England!

However, a few weeks later, I found myself outside what the Model Railway Club tell us is the best show in England. The £6 admission fee was the first barrier to breakthrough. The programme (£1.50) listed an impressive 123 stands which having subtracted the trade stands, so called trade layouts (2 trainsets!) and display cases amounted to just 20 layouts. I would have thought that an organisation with 82 years standing and 67 exhibitions behind it, was capable of producing a better show than this!

I cannot compare these two shows with either Bristol or York, but I trust that they produced a much better show than the other two. Also I note that exhibitions such as Chatham are now climbing up the league table.

When you compare our own effort against the MRC and Scottish shows then we would appear to do pretty well in all but attendance. I am convinced that if we maintain our standards than we have little to fear from the rest of the 1st Division - indeed we can be considered championship material in a few seasons time.

Dennis Lovett
Chairman

Broughton Hall
Banbury School

Sunday 15 November 1992

BANRAIL 92

over 20 layouts from "Z" to "O"

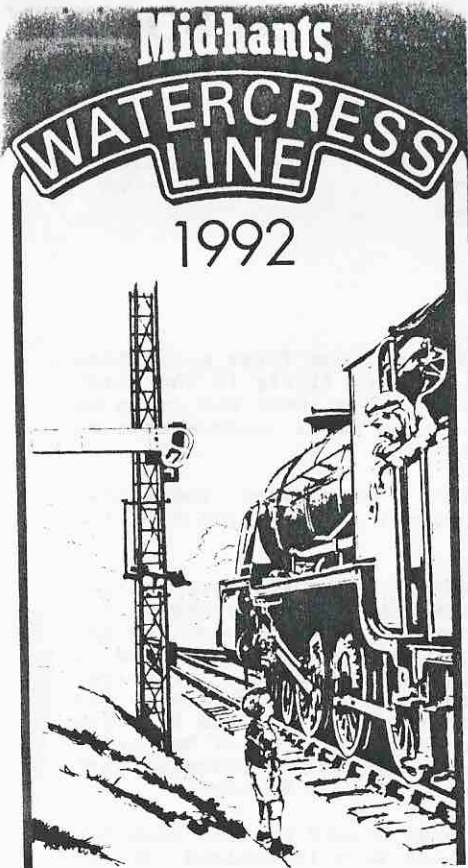
including

Millanford, Milcombe
Kings Sutton, Willshaw

full support from Trade stands

Open 10.30 to 17.30

Admission Adults £1.50
Children & OAP 80p



Club Outing

Mid - Hants Railway

There are still a few spaces left for the club outing to the Mid-Hants Railway organised for Sunday July 5th. Prices (inclusive of train travel) are Adult £10.50, Senior Citizen £9.00 and Child £8.00.

Bus timetable
 Clubroom (leave cars here) 0915
 Mercury/Telephone Rentals 0920
 Whaddon Way (Murco Garage) 0925
 Shenley Road (Shenley Hotel) 0930

Journey time is approx 2 hours (via Oxford).

Train timetables will be distributed before the day.
 Further details from Gordon Etherington.

CROWN 7mm SOCIETY

THE FOURTH 'O' GAUGE MODEL RAILWAY CONVENTION

The Crown 7 Event is being held on Saturday 30 May at Bletchley Leisure Centre and is open from 1000 - 1700.

As the local club we will be providing catering (dinners only), stewards and operating the club O gauge layout - Alverton. Volunteers are still needed and this year the event is being held in conjunction with the 7mm Narrow Gauge Association.

For further details please see the advert on the page opposite. Volunteers are welcome to contact Dennis Lovett on 376750.

Inaugural meetings were held underneath the new Bletchley fire station (well it was new then!) and at the end of October, 43 prospective members attended an evening of TRS films. In November, there was a display of members models which was attended by 46.

By mid-December, a basement had been obtained underneath Holne Chase School in Buckingham Road (which we still rent and use as a store). Our first weekly meeting took place on 16 December 1969 at Holne Chase.

By the end of January 1970, we had presented Chief Inspector Walter Barringham of Bucks Police with a scenic rail crash model to be used as a visual aid for the training of emergency services. It was fitted with overhead wires.

The first AGM was held on 10 February 1970 when MKMRS formally came into being. A constitution was adopted after lengthy discussion and the following were elected as officers;

Chairman	- Jim Wood
Vice Chairman	- Brian Golding
Secretary	- John Symons
Treasurer	- Gordon Etherington
Committee	- Colin Stacey
	John Mann
	Les Wood

It was noted at the AGM that Jim Wood's son Jem, had donated a part built L shaped layout, which became our first exhibition layout - Buckingham Gate.

Test tracks were under construction and offered running in 2/3 rail O, 2/3 rail OO, dual gauge EM/TT, dual gauge TM (13.5mm)/N.

Future events included a members slide/film show for April, a talk by Ivor Evans on South Wales Private Owner Wagons and the first QGM.

The Chairman in his notes apologised for the lack of modelling activity and praised members in their efforts in redecorating and undertaking refurbishment work (sounds familiar doesn't it - Ed).

Don Pigott was delegated the task of collating information on the books and magazines held by members. In his magazine notes on the subject Don outlines the scheme noting that "setting up a proper library would spell disaster for our funds and alienate the Treasurer". Well we have finally managed it, without any damage to either the funds or the Treasurer!

to be continued.

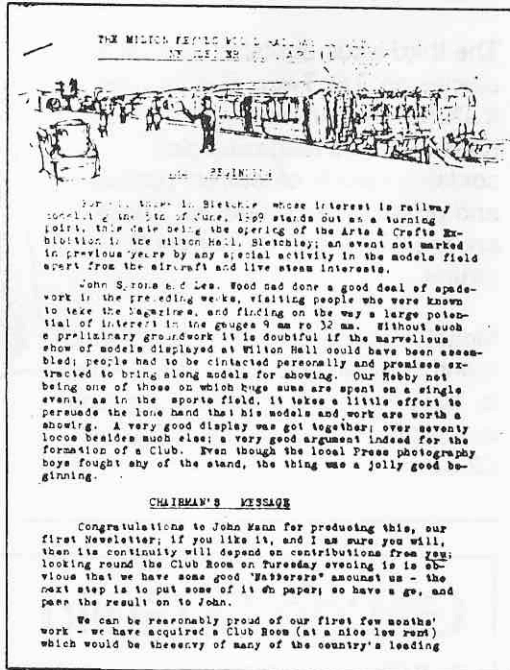
In the beginning.....

This is an insight into our earlier days, courtesy of some early newsletters unearthed during our recent sorties in the library. Our first newsletter appeared in April 1970 and was edited by John Mann.

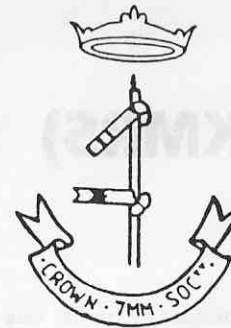
The birth of MKMRS took place on 5 June 1969 - the date of the Bletchley Arts & Crafts Exhibition at Wilton Hall, Bletchley. This was an annual event which attracted many exhibitors in a wide range of artistic applications and had a large attendance.

Prior to the big event, John Symons and Les Wood had visited a large number of modellers. The list of likely recruits was drawn from subscribers to the model railway press obtained from newsagents and Neals, who were in those days our only source of railway items. I well remember staring glassy eyed into the large display cabinets of Triang, Trix, Hornby-Dublo and Hornby O models. There were times in those days when the model department at Neals was almost an extension of our club room and Ted Neal was soon signed up himself and has done much to spread our cause over the years, initially from the Bletchley store and latterly from Central Milton Keynes.

By the opening night of the Arts & Crafts a register of forty potential members had been established and twenty seven from the list lent models for display at the exhibition. One, Colin Stacey, supplied a large motive power depot from his layout, which was used to display some 80 locomotives. By the end of the show several more potential members had been registered, your present Chairman, being one of them!



Our first newsletter
April 1970



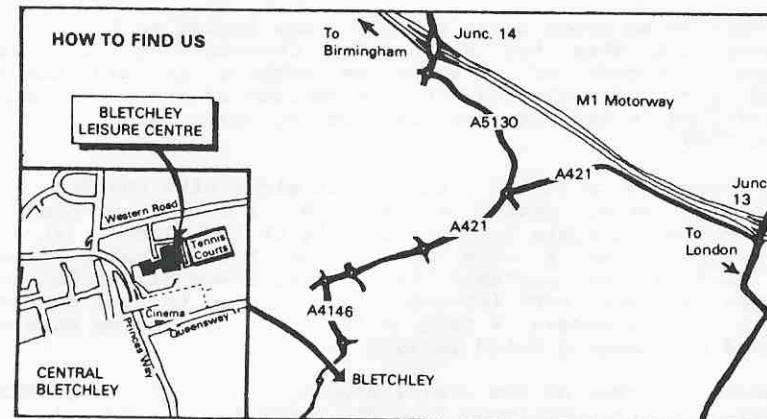
CROWN 7mm SOCIETY



PRESENTS
IN CONJUNCTION WITH THE
7MM NARROW GAUGE ASSOCIATION A.G.M.

THE FOURTH 'O' GAUGE MODEL RAILWAY CONVENTION

AT THE BLETCHLEY LEISURE CENTRE
PRINCES WAY, BLETCHLEY, MILTON KEYNES



SATURDAY 30th MAY 1992 (10am - 5pm)

Featuring: Bring and Buy Stall
10 Layouts, Gauge 1 Layout,
Trade Stands, Test Track for Live Steam,
2 and 3 rail, Fine and Coarse Scale
running, 16mm and 7mm
Narrow Gauge

REFRESHMENTS
LICENSED BAR
FREE PARKING

Profile - Les Wood (Vice - President, MKMRS)

When only three days old, Les had his first encounter with the flanged wheel. He was taken to the station in High Wycombe to see his Grandmother depart for her home at Quainton Road, where Grandad worked for the railway.

At 5, his future leanings towards O gauge emerged, when Santa delivered a Hornby O Gauge set. By ten however, Les was the proud owner of a shiny new OO Rovex Princess set, courtesy of Santa and Marks & Spencers, who retailed the sets prior to the Triang reign.

At 16, Les had undertaken delicate financial negotiations with sister Margaret (well known in MKMRS for her culinary skills at our exhibitions) and exchanged bedrooms in order to construct a layout in the larger bedroom. The layout survived until 1966, when Les married Jean and they moved to Bletchley.

Their Cottingham Grove house enabled a new layout to be built in the loft and when the Northampton Chronicle & Echo were producing a series of articles on hobbies in 1968, Les was featured and this alerted the attentions of one John Symons! This resulted in Les being on the steering committee that formed MKMRS in 1969.

With a house move in 1972, the layout along with the furniture went into a brief period of storage. The theft of Les's A3 "Pretty Polly" a scale locomotive built by LNER specialist John Edgson resulted in a move to O Gauge. The insurance pay-out helped finance the purchase of a Basset-Lowke Flying Scotsman and Leeds N5. Both were improved and converted to stud contact. The move to finescale 2 rail, resulted in both being sold on. Les joined the Gauge O Guild in 1972.

Les became a member of the steering committee which formed MKMRS and served on its committees from the first AGM in 1970. In 1972 he was appointed Vice-Chairman and became Chairman in 1976. When the first exhibition was planned for 1973, Les volunteered to become the exhibition manager, only because everyone else was sitting on their hands at the time!

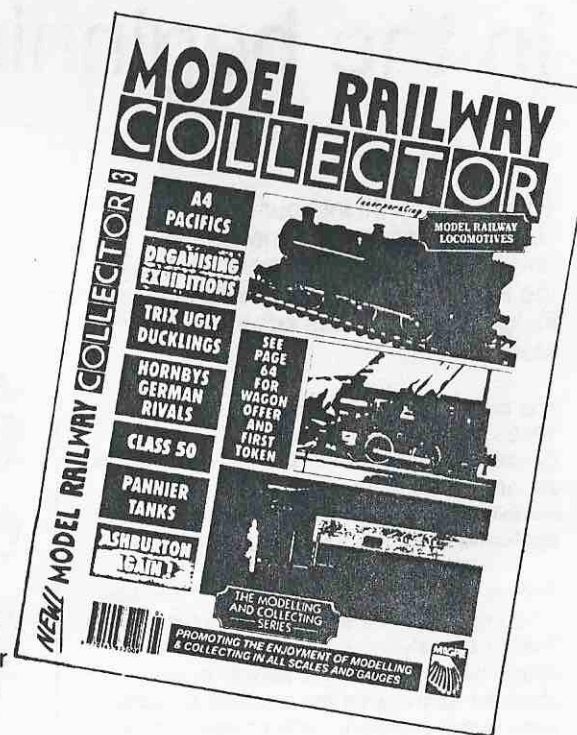
As well as serving MKMRS, Les joined the committee of the Gauge O Guild in 1986. By 1987 he was Vice-Chairman and stood down as MKMRS Chairman in January 1988, when he became Vice President. Les was GOG Chairman from 1989 until 1991 when he returned to the back benches. He is President elect and if confirmed at the GOG AGM in October, will serve two years in that role.

New Magazine for collectors

Model Railway Collector is a new magazine and is aimed as its title suggests at the collectors market.

The third issue contains interesting articles on Trix Twin, Scottish train makers, German manufacturers and Kitmaster. The magazine also contains details of current products and prototype locomotives. There are regular articles on Hornby O gauge.

Model Railway Collector is published monthly by Magpie Publishing. Editor is Tony Pritchard, and the magazine is available from newsagents, price £2.50.



Gauge O Guild Milton Keynes Branch



Open Meeting
Sunday 21 June (14.00 - 17.00)
Bletchley Masonic Hall (opp club room)

* Test tracks * 5 trade stands * Refreshments

Admission £1 - all welcome Details John Symons (MK372924)

Modelling in Twelve Inches to the Foot!

The building of the replica bloomer locomotive which now graces the front of Milton Keynes Central Station has been well chronicled in both the local press and the railway magazines. The history of the locomotive is not so well known however. Our member Peter Jarvis in his role as Editor of the Festiniog Railway - Milton Keynes Group Newsletter, has kindly allowed us to reproduce the article below.

The Bloomers *(part one)*

by RODNEY WEAVER

At the end of 1850, the best express engines on the Southern Division of the London & North Western Railway, if not in the whole country, were six ft. 2-2-2s delivered by Bury, Curtis & Kennedy in 1848. Unlike the freakish Cramptons and long-boilers beside which they worked, their only unusual features were Bury's standard bar frame and a remarkable cylinder block, cast in one piece with the valve sitting on inclined portfaces in a large V-shaped steam chest served by generous and direct steam and exhaust pipes. Extra power being needed, the Board commissioned a report on a prototype built by their own Locomotive Superintendent, read the first page and promptly ordered ten more Bury singles with 7ft driving wheels. Bury having just retired and his firm closed down, the order accompanied by his drawings, landed on the desk of that supreme stylist Charles Beyer at Sharp, Roberts & Company.

Beyer developed an elegant plate-framed version of the Bury original with 16in x 22in cylinders, something over 1400 sq.ft. of heating surface and 18 sq.ft. of grate area divided in two by a transverse midfeather. Boiler pressure was to have been 85lb/sq. in as on the earlier locomotives but was raised to 100 sq.in. before delivery. The boiler centreline being more than 7ft. above rail level, it was for its day an imposing machine, totally rejecting the low centre of gravity theory held by many contemporary engineers. The wheelbase was 16ft. 10in., almost equally divided and of an engine weight of 30 tons, 13.5 tons rested on the driving axle. The first locomotives were delivered toward the end of 1851 and arrived in London at the same time as Mrs. Amelia Bloomer's "rational dress". Being equally novel so far as the LNWR was concerned they were immediately nicknamed the "Bloomers" and within a few months this became the official class name.

At this stage in their career the locomotive burnt coke, the firing technique for which was disarmingly simple: the fireman was merely a stoker (his official title) who filled up the fall rapidly, indicating that the fire had burnt down. The skill in firing as we know it was developed following the change to coal and the adoption of the Giffard injector which permitted a better balance between water feed and steaming rate. Typical coke performance as recorded in the 1853 locomotive trials between Northern and Southern Division locomotives was poorer and more variable than one would expect today from machines of this size. It was the same for everybody, of course, and in these trials the larger and more expensive "Bloomers" showed no advantage over the smaller Trevithick 2-2-2s of the Northern Division with trains of average weight for the period (50-80 tons); their best work was done with much heavier trains. It has to be remembered that the 1850s were a period of stagnation so far as most

railways were concerned and the apparently oversized "Bloomers" had been designed before this set in.

So successful were the first batch that a further ten were ordered almost straight away. In the meantime, however, Sharp, Roberts had become Sharp, Stewart & Co., and Beyer who did so much to establish their reputation, had left. As a result there were problems with the repeat order, which differed only in detail from the earlier ones. It did however, have its firebox divided in two by a longitudinal midfeather. This was an early version of the McConnell double firebox, the object of which was to increase firebox heating surface (it was an ancestor of the modern thermic siphon) and to encourage alternate firing of the two boxes in an attempt to get more consistent performance. Leading dimensions were roughly the same, but boiler pressure went up to 110lb./sq.in. the eventual standard 120 lb./sq.in. was adopted in 1853.

to be continued

